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CAPT. "GUS" HALL BIG DAY FOR HAS BANNER FARE GILL NETTERS

With the biggest halibut haul of the season, sch. Rex, Capt. Augustus G. Hall is at Portland today with a 50,000 pound fare.
This is Capt. Hall's first trip since resuming fishing and the first in his new command. The fare sold at 10 cents per pound for white and 7½ cents for gray.

APRIL 4

LOOK TELESCOPE TO FIND CRAFT

Only One Vessel at 1200 Foot
New Pier at Boston
Today.

One lone arrival this morning brought to a close the first week's business at the new South Boston fish pier. It was a good sized fare, sch. Mary DeCosta bringing 63,000 pounds mixed fish to the market.
Wholesalers paid \$3 a hundred for haddock \$6 for large and \$3.50 for small and \$3.50 for market cod, \$3 for hake, \$3.50 for pollock.

Boston Arrivals and Receipts.
The arrivals and receipts in detail are:
Sch. Mary DeCosta, 45,000 haddock, 300 cod, 300 pollock, 300 halibut. Haddock \$3 per cwt.; large cod \$6; market cod \$3.50; hake \$3 to \$6; pollock \$3.50.

TODAY'S FISH MARKET.
Salt Fish.
Handline Georges codfish, large, 3¢ per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut codfish, large, \$5.50; medium, \$4.50.
Haddock, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$1.75.

Fresh Fish.
Splitting prices:
Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.25; medium, \$2.00; snappers, 75c.
All codfish, not gilled, 10c per 100 lbs. less than the above.
Hake, \$1.10.
Haddock, large, \$1.75; medium, \$1.25; snappers, 50c.
Pollock, 90c.
Fresh halibut, 7c per lb. for white, 6c for gray.

Receipts From Fleet of Little Crafts Totalled Fully 110,000 Pounds.

The gill netters had a fairly good day yesterday, landing 110,000 pounds of fresh fish. Several of the boats had nice lifts, steamers Orion and Sawyer leading with 8000 pounds each.
Sch. Rex, Capt. Augustus G. Hall, came over from Portland yesterday, bringing 9000 pounds salt cod, which took out here.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:
Sch. Rex, via Portland, 9000 lbs. salt cod.
Str. Water Witch, gill netting, 4000 lbs. fresh fish.
Str. Bessie A., gill netting, 2000 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 4000 lbs. fresh fish.
Str. Seven Brothers, gill netting, 5000 lbs. fresh fish.
Str. James M. Gifford, gill netting, 4000 lbs. fresh fish.
Sch. Little Fannie, gill netting, 6000 lbs. fresh fish.
Str. Dolphin, gill netting, 4800 lbs. fresh fish.
Str. Medomak, gill netting, 800 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 1200 lbs. fresh fish.
Str. Philomena, gill netting, 5000 lbs. fresh fish.
Str. Orion, gill netting, 8000 lbs. fresh fish.
Str. Anna T., gill netting, 2500 lbs. fresh fish.
Str. Ethel, gill netting, 2000 lbs. fresh fish.
Str. George E. Fisher, gill netting, 1500 lbs. fresh fish.
Str. Gertrude T., gill netting, 4500 lbs. fresh fish.
Str. Venture, gill netting, 4000 lbs. fresh fish.
Str. Bryda F., gill netting, 2000 lbs. fresh fish.
Str. Sawyer, gill netting, 8000 lbs. fresh fish.
Str. Quartette, gill netting, 5100 lbs. fresh fish.
Str. Lorena, gill netting, 1850 lbs. fresh fish.
Str. Mystery, gill netting, 800 lbs. fresh fish.
Str. Alice, gill netting, 3200 lbs. fresh fish.
Str. Quoddy, gill netting, 6800 lbs. fresh fish.
Str. Robert and Edwin, gill netting, 4000 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 4800 lbs. fresh fish.
Str. Hugo, gill netting, 1300 lbs. fresh fish.
Str. Rough Rider, gill netting, 3800 lbs. fresh fish.
Str. Randolph, gill netting, 800 lbs. fresh fish.
Str. Bethulia, gill netting, 3500 lbs. fresh fish.
Str. Enterprise, gill netting, 6000 lbs. fresh fish.

Str. Geisha, gill netting, 2500 lbs. fresh fish.
Sch. Manomet, shore.
Sch. Emily Sears, shore.
Sch. Actor, shore.
Str. Evelyn H., gill netting, 4000 lbs. fresh fish.
Str. Julia May, gill netting, 4500 lbs. fresh fish.
Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Vessels Sailed.
Sch. Mary P. Goulart, haddocking.
Sch. Priscilla Smith, haddocking.
Sch. Jorgina, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Alice M. Guthrie, New York.

Rockport Fishing Arrivals.
The fishing boats fared hard yesterday, some arriving without a fish; one had 6 fish and others from 100 to 400 lbs. The On Time had 400 lbs.; City of Everett, 400 lbs.; Margaret S. McKenzie, 200 lbs.; Lena May, 300 lbs.; Klondike, 100 lbs. Six Guinea boats came in and landed 10,000 lbs.

Sailed For New Home Port.
Sch. Alice M. Guthrie recently sold to New York parties, sailed for her new home today.

School of Fisheries.
It is expected that before long a school of fisheries will be established at the University of Washington. If the plans for one mature, the resulting school will be the first school of its kind in the United States. It will be modeled to some extent after schools of this character at the University of Tokio, Japan, and in institutions of higher learning in Sweden, France and Ireland. One of the most important problems to be solved from a commercial standpoint will be the transplanting of the Eastern oyster to the waters of the Pacific and of Puget Sound. The Eastern oyster never has been successfully grown here.
H. M. Smith, United States Commissioner of Fisheries, is urging President Landes of the university, to give this matter his most careful consideration. A convention of the fisheries interests is to be held in Seattle soon, and the university expects to get some definite suggestions as to the kind of school which the fishing men think should be established.—Fishing Gazette.

Fishing Fleet Movements.
Sch. J. J. Flaherty arrived at Shelburne Wednesday last and cleared for fishing.
Schs. Grace Darling and Oliver F. Killam of Beverly, have been sold to Capt. John W. Snow of Digby, N. S.

HERRING SCHOOLS OFF HIGHLANDS
Quartermaster John F. Powers of the steamer James S. Whitney, reports that while on a passage from New York to Portland, the steamer went through large schools of small herring off Highland light, Cape Cod, yesterday morning about 10.30 o'clock. Cape Cod bore west three-quarters north, six miles. There were a great many whales blowing among the schools and great flocks of gulls on the water, apparently too full to fly.

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FISH MILLIONS IN PAPER BAGS

How "Exchange's" Vast Receipts Were Carried Trough Hub Streets to Bank.

Carrying \$46,000,000 through the streets of Boston in paper bags sounds like a risky undertaking. William K. Beardsley, manager of the New England Fish Exchange, however, has performed it.

The \$46,000,000 was not carried at once, but transported at various times in five years. More than \$12,000,000 was in cash, and frequently as much as \$20,000 was carried at one time. The last of this vast sum was carried through State street in a paper bag last Friday afternoon when the New England Fish Exchange closed its T wharf offices. At the new pier in South Boston it will not be necessary to transport the funds for there will be a bank near the dock.

The New England Fish Exchange was founded in 1908, as the clearing house for the wholesale fresh fish business of the country. Skippers selling fish on T wharf were paid by the Exchange, which required large sums of cash.

When the Exchange was first founded Beardsley used to go to the bank each day and draw out from \$10,000 to \$20,000. This money, in bills, was placed in a plain paper bag, the mouth of which was tied with string.

Swinging this in his hands Beardsley would walk down State street across Atlantic avenue and so the length of T wharf to the offices of the Exchange. Many times he was absolutely alone. Several times he has dropped into Atlantic-avenue restaurants, handed the bagful of cash to a waitress asking her to keep it for him and then eaten his dinner.

At other times he has dropped into Atlantic-avenue cigar stores and placed the valuable parcel on the counter while he bought cigars. He was never held up.

For the past few years, however, he has taken fewer chances, and although large sums were still carried in plain looking paper packages, by four employees of the Exchange, also well armed.

Besides the daily trip from the bank to the pier with cash, the employees made a trip to the bank with large sums in checks.

NEARLY \$100 FOR REX'S MEN

Sch. Rex, Capt. Augustus G. Hall, stocked \$4205.13 on her recent halibuted trip, the crew sharing \$99.60 to a man, clear.

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Opening Week at New Fish Pier —Reminiscence of Old T Wharf

It is less than a week that the new Fish Pier has been dispensing our salt water wares, and yet the oldsters who have spent most of their lives on the plank flooring of forsaken T wharf have an at-home feeling in their new quarters which they describe as next to uncanny, says the Boston Transcript. He who has dreamed all his life of the house he would like to live in, suddenly transported to live in it and not finding his surroundings strange would duplicate the agreeable adventure of these veterans of the fish market.

For one thing, the realization that they are discharging the same volume of business with about half the former toil and wear-and-tear is rather a stupendous relief. Years ago, these shops worked all night, and the drive of the trade can be gathered from the remark of an old dealer of those days:

If a man came down to work at four o'clock in the morning they would want to know where he'd been all day.

The opening time on the old wharf gradually advanced to 7 o'clock, but the closing time, especially of the larger firms, was—when the work was done; often as late as 8 in the evening. This week these same firms have had the surprise of finding their work done at the official hour of closing (5 o'clock), or earlier.

The magic is twofold; space and adequate machinery. The old wharf was as a man working with one hand tied; the new is as a man working with both his hands and plenty of elbow room.

Moving day with the fish business was the turning over of a general sanitary new leaf. It was realized that it would have been all but hopeless to try reforms of dress and sanitation in the old sheds where so much was authorized by habit and routine; but the shift to the new pier was a strategic moment. Change was the program; the predisposition was in favor of change; the more change the better. What radicalism assailed these veterans may be reckoned from their resolution to change their working frocks each week, and what this means is left to the imagination which can conceive the powerful associations which went with the old frock on T dock which bore the encrustations of months, sometimes years, of gurry splatterings. While hygiene begins at home, in the new fish pier it does not stop there. The floors of every store

are of concrete in gradients—"self-balling"—and their angles are rounded (like the modern hospital construction) to prevent refuse from lodging in the cracks. No more tossing of odds and ends off the wharf on the chance of the tide carrying them away. In each store is a thick-nozzled salt water flush pipe, the pressure to be generated in the new cold storage plant. From this at each day's end, you turn the water of Boston harbor across your floor and scrub it, Dutch-kitchen cleanly, for the morrow.

This cold storage plant is promised for completion in May. Then the carting of ice over the dock to the stores—an eternal penance on the old wharf—will be ended. The ice will be crushed in the freezing plant and carried in cars over the roofs of the pier buildings to chutes into the ice pockets of each store. No dragging of splintered floors; no carting through dirt-filled streets. The ice should be as clean as the new pine boxes into which it is packed with the fish.

This new sanitary conscience of the fish business works both ways. The new pier is more fastidious about the supplies it gets, and it is just as much more fastidious about where its scourgings go. The drainage system removes all the small refuse, and the rest is "carted" away in scows out to sea, except, of course, that which goes to the glue factories. There has been some experiment with a new style of push cart, metal instead of wood. In cold weather there is much to commend the change, but the dealers testify that if their metal cars were to be used under the blistering sun of a July sizzler they would not be selling fresh fish but fried fish. Incidentally, however, it is announced that the cleanliness of the "haul,"—that is, the process of transfer from schooner to store in these push carts—has improved about 85 per cent. with the shift to the new wharf.

As soon as the freezer is finished the freight cars of the New Haven lines can be pushed out on the wharf and laden directly. This spares the time and expense of the teaming from store to car so far as the New Haven railway shipments are concerned; and, as the Union Freight Railroad is not practicable for getting off shipments on the Boston & Maine, arrangements are now in progress for transshipment by lighter between wharf and railroad.

That subsidiary business which clusters round the wharf has been housed partly on the pier and partly off it; the bank, restaurants, chandleries, and clothing stores in a row of stores which are to border the street at the wharf's shore end, and, on the wharf, beside and above the big brick archways which let the thoroughfare through the pier buildings, the lunch room, presided over by the genius of the ham sandwich and the steaming coffee urn; the ever-clicking telegraph office and the reading room, which has been rented by the Seamen's Aid Society.

Such a few of the mechanisms by which the new pier is handling its traffic—machinery which, for its kind, is unsurpassed anywhere, promoting sanitation, promptness and ease in transit. And it is lamented that the new wharf is too remote to provide that never-failing entertainment of the old, it can be promised that the new scene, foreground and background will amply repay the trouble of trudging thither. For the great manoeuvring space of the waters in the lower harbor will permit the vessels to come up to the wharf at a greater dash, as yes-

terday a sloop came racing in, a boil of white suds at her bows, her mainsail and jib straining with the strong southwest wind, so that one whole side of the wharf ran to watch her. These gallant entrances and raging exits were impossible at the o'd wharf. They will be a part of the fascination of the new.

Salt Fish.

Trade has been fairly active, there being a good demand for all varieties except pollock, which has been rather neglected, the Fishing Gazette says. While the demand has not been excessively heavy, available stocks and reserve quantities are so limited that under the circumstances, and at the prices ruling, business may be considered very fair, except with regard to the Porto Rico market, about which there seems to be some difference of opinion in the trade. One leading exporter claims that the Porto Rico market is overloaded and that shippers here are actually receiving only about \$29 net per cask, after commissions, etc., have been deducted, while two other houses, equally well known in the trade can show recent cabled offers for considerable quantities of fish at full quoted prices.

Alexander Writes on Hospital Ship.

It has been mentioned that the proposal to establish a hospital ship for the Atlantic fisheries would be referred to A. P. Alexander of the Bureau of Fisheries, Washington, who is thoroughly conversant with needs of the fleet, and is much interested in the project. Hon. A. Platt Andrew has been in correspondence with Mr. Alexander on the subject and has received the following letter:

Department of Commerce, Bureau of Fisheries, Washington,

March 26, 1914.

Hon. A. Platt Andrew,
Gloucester, Mass.

My Dear Sir:—Your favor of the 23d instant referring to the proposed hospital ship was received yesterday. I would state that I have always been in favor of a hospital ship, or vessel, that would render the necessary medical assistance to sick and disabled fishermen on the fishing banks during the summer months when such assistance is sometimes greatly needed. The number of fishermen requiring medical aid may not be great, but it seems that some provision ought to be made to render assistance when needed.

In the event of a fully equipped hospital ship not being possible, if as you suggest, one or two revenue cutters were alternately dispatched to the fishing grounds, covering the season when the fleet of salt bankers operate, having on board a surgeon and nurse, the cutter cruising over the ground indicated would seemingly meet all the requirements, and the cost of building and maintenance of a hospital ship which has hitherto stood in the way of progress, will have been removed.

Very truly yours,

A. B. ALEXANDER.

Alewives at Edgartown.

The traps at Edgartown took 75 barrels alewives, Thursday.

CANNOT GET TO THE MAGDALEN

The ice conditions in the vicinity of Louisburg and North Sydney again proving a serious handicap navigation and several steamers, including two government boats, are held up. The steamer Stanley, which left Louisburg a week ago for the Magdalen Islands has not yet been successful in getting there. C. J. Harvey received word Thursday night to the effect that the Stanley was miles southeast of the Magdalen's and it is expected that she will be able to reach port Friday night.

Mr. Harvey also received word that the ice is beginning to close in the vicinity of Louisburg. The steamer Bruce from Port Aux Basque, was reported Thursday night to be five miles off North Sydney and unable to reach there owing to icy conditions. The steamer Minto is unable to leave North Sydney for the same reason.

Catching Small Lobsters.

The following timely article is from the Digby Courier, N. S., of last week. "A 'Courier' representative was shown on Wednesday three dolled lobsters which had been found in a cannery factory where they were sold by fishermen for 4 cents each. The large one measured 2 5-8 inches, length back. The same gentleman had a smaller one alive in a pail of seawater. The above tells the tale of how our lobsters are being caught up and destroyed before they reach a size for marketing. A regular sized lobster will bring 40 cents, but too many of our fishermen save the small ones which sell at 4 cents. If they would throw them back into the sea uninjured they would soon become valuable, but as is at present the fishermen are rapidly destroying a valuable industry. Tuesday a fisherman at Westport had 25 traps which had been set several days and secured in all, five of the little lobsters less than three inches in length, and not one big enough for the market. Unless the catch of small ones is prohibited it is but a short time when the lobster fishery of Digby county will be ruined. No matter what laws the government makes two thirds of the fishermen are dissatisfied, but something has got to be done to protect the lobster fishery and it must be done as soon as possible."

STEAMER OFF TO SALVE POTOMAC

Steamer Wren, loaded with coal, sailed from Louisburg to the Newfoundland west coast yesterday in an endeavor to salvage the naval tug Potomac, which is reported close in shore off Port LaCroix.

It is now two months since the Potomac was abandoned by her crew and the ice.